

MV GLORY

GEARED MULTI-PURPOSE BOX SHAPED
TWEEN / SINGLE DECKER



GENERAL PARTICULARS

BUILT	2006	CLASS	DNV GL +100 A5 E, C2P47
IMO	9378254	SUEZ CANAL (NET)	5475.67
FLAG	Antigua & Barbuda	PANAMA CANAL (NET)	5483
PORT OF REGISTRY	St. John's	IMDG / IMSBC / GRAIN FITTED?	Yes / Yes / Yes
CALLSIGN	V2BR3	MAIN ENGINE	Daihatsu 8DKM-28, 2500 kW, 750 rpm
DWAT	8378 mt	AUXILIARY ENGINE	3 x MWM HND with each 273 kW
DRAFT (SUMMER / WINTER)	7.00 m / 6.84 m	OTHER PARTICULARS	Cement holes
GT / NT	6393 / 2795	CARGO GEAR	2 IHI Cranes, SWL 35 mt, situated portside, 360 dgr, outreach min/ max 3.5/22 m, speed hoist: 35 mt 13 m/min – 21 mt 19.5 m/min – 7 mt 39 m/min, luff time: 50 sec, slew spd: 0.55 rpm
LOA	116.32 m		
BEAM	18.00 m		
MOULDED DEPTH	10.40 m		

LOADING CAPACITIES

NUMBER OF HOLDS	2	CAPACITY (GRAIN / BALE)	No.1: 5671.6 cbm / 5660.2 cbm No.2: 6085.7 cbm / 6073.5 cbm Total 11757.3 cbm / 11733.8 cbm
TYPE OF HOLD(S)	box shaped	HATCH OPENINGS	No.1: 32.2 x 15.0 / 11.42 m No.2: 32.2 x 15.0 m
TPC	18.2 mt / cm	TWEEN DECKS	No.1: 38.5 x 15.0 / 9.1 x 4.6 / 2.8 m No.2: 39.2 x 15.0 x 4.6 / 2.8 all tween deck covers can be stowed on deck
HATCHCOVER TYPE	pontoon	LOWER HOLDS	No.1: 38.5 x 15.0 / 6.13 x 5.42 m No.2: 39.2 x 15.0 / 8.83 x 5.42 m
HATCHCOVER STRENGTH	1.75 mt / sqm		
TWEEDECK STRENGTH	3.50 mt / sqm		
TANKTOP STRENGTH	12.5 mt / sqm		
HOLD VENTILATION	mechanical, 15 airchanges per hour		
CONTAINERS	258 TEU at 14mt (homogeneous)		
REEFER	10 pcs on deck		

Stackweights tank top 96 mt for 20', hatch-cover 24 mt for 20'

SPEED AND CONSUMPTION

AT SEA	abt 11.5 kn on abt 9 mt IFO 180 + 0.8 mt MGO
IN PORT WITHOUT GEAR	abt 0.8 mt + 0.3 mt for boiler MGO
IN PORT WITH GEAR	abt 1.6 mt + 0.3 mt for boiler MGO
FUEL OIL CAPACITY	total 397 cbm
DIESEL OIL CAPACITY	total 148 cbm

INSURANCE

P&I CLUB	UK P&I Club
H&M INSURER	Georg Duncker GmbH & Co. KG
OWNERS	MS "Glory" GmbH & Co. KG

BUNKERS

Speed and consumption figures are based on good weather conditions upto BF 3 and Douglas sea state 3 with no adverse current and no negative influence of swell, trim and water temperatures.

Bunker specifications to be in accordance with ISO fuel standard 8217: 2010

Fuel: IFO 180 RME
MGO: DMA

Fuel/MGO must be proven stable and homogenous, not to contain chemical waste and/or used marine and/or automotive lubricants, comply with MARPOL ANNEX VI requirements in force since May 19th 2005 including all further SECA's, comply with EU directive 1999/327EC as amended Bunkering is always subject to Master's approval and fuels of different supplier/port/grade always to be separated by vessel's tanks.

The fuel shall be homogeneous blends of hydrocarbons derived from petroleum refining. The fuel shall be free from inorganic acids and used lubricating oils. The fuel should not include any added substance or chemical waste which jeopardizes the safety of the plant, or adversely affects the performance of the machinery, or is harmful to personnel, or contributes overall to additional air pollution.

The vessel to have liberty of using MGO for main engine when entering/leaving port, engine starting/stopping maneuvering in shallow/narrow waters, canals, rivers and at other limited occasions.